

BRAVERY WAS
REMARKABLEAmericans Crossed Veritable
Seas of Barbed Wire
NetworkWHILE GERMANS
BOMBARDED THEMInfantrymen Had to Leap
Over Trenches or Crawl
Through Them

With the American Army in France, Monday, Sept. 2 (By the Associated Press).—After four days and nights spent in an observation post in the region of Juvin, Sergeant Ira Croshaw of Grand Rapids, Mich., returned to-day to American division headquarters after having witnessed virtually all of the American daylight action since the attack on the plateau began last Wednesday morning.

The hill where the observation post is located commands a view of the country for miles around, the Germans having erected a shell-proof tower of concrete and steel rails with a roof six feet thick and the sides four feet. In addition to a telephone, Sergeant Croshaw had seven runners. The tower exit faced the German lines and the enemy machine guns were opened fire every time an individual was sighted, but none of the runners was hurt. When Sergeant Croshaw reached the tower he found a dead German at the entrance, but before he could bury the body the shelling started.

The first day the American runners crawled back and forth into the tower entrance over the body of the dead German, the Americans finally burying it beneath the entrance.

Sergeant Croshaw witnessed the Americans cross the veritable sea of barbed wire network on Sunday afternoon while the Americans were eastward bound. He saw his countrymen cross trench after trench by bounds until he wondered how infantrymen stood the strain of shells and machine gun fire pouring upon the plateau. Time and again advancing infantrymen were compelled to halt and cut or break down wire entanglements to get through. Men ahead were supplied with wire cutters to complete the job started by the artillery. Many trenches crossed were so wide that the advancing soldiers were compelled to take them on a running jump or go down on one side and up the other.

While the advance was slow at times, Sergeant Croshaw explained, owing to the trenches and wires, the former assisted the Americans in keeping under cover. On the east side of the Bethune-Soissons road, the Americans took a few prisoners on Sunday. Several of the prisoners said the latest German orders intended to prevent the Germans in the front line from knowing the identity of the units on either side of them. The orders instructed the soldiers not to talk about other German organizations in the line and cautioned them not to give the names of units, even if they happened to know them, in the event of being taken prisoner.

WEST BERLIN

The ladies' aid will meet in the parish house Thursday afternoon.

The Red Cross will meet in the parish house Friday afternoon.

Mr. and Mrs. C. A. Patterson, accompanied by Miss Emerson, were in Montpelier last Saturday.

Miss Helen Glines from Putnamville and her sister, Mrs. Anna Adams, are now moving into their new home, having bought the place last spring. It was recently vacated by Mrs. L. I. Cooper. Their parents, Mr. and Mrs. E. A. Glines, will live with them.

Mr. and Mrs. A. S. Libby and daughter, Myra, were in Montpelier last Sunday, calling on Mr. and Mrs. Arthur Lawrence.

M. D. Glines spent Saturday afternoon in Montpelier.

Ralph Ladd, station agent, spent Sunday with his wife in Georgia.

Miss Ivalou Runney returned home from Cambridge, Mass., last Wednesday.

Mrs. A. S. Libby and daughter, Myra, visited their aunt last Thursday.

Clifton Leonard, who has been employed at A. S. Libby's through school vacation, has finished his work there and returned home Saturday night, ready for his school.

Rev. L. O. Sherburne and daughter visited Mr. and Mrs. A. S. Libby last Tuesday.

Preston Libby from Newport, N. H.,

WEEPING ECZEMA
SOON RELIEVEDA Perfect Treatment For This
Distressing Complaint

WASHINGTON.
"I had an attack of Weeping Eczema; so bad that my clothes would be wet through at times. I suffered terribly. I could get no relief until I tried 'Fruit-a-tives' (or Fruit Liver Tablets) and 'Sootha Salva'. The first treatment gave me relief. Altogether, I have used three boxes of 'Sootha Salva' and two of 'Fruit-a-tives', and am entirely well!"
G. W. HALL.

Both these remedies are sold by dealers at 25c. a box, 6 for \$2.50, or sent by FRUIT-A-TIVES Limited, OGDENSBURG, N.Y.
"Fruit-a-tives" is also put up in a trial size which sells for 25c.

visited his cousins, A. S. Libby and Miss M. L. Libby, last week, returning home Saturday.

Miss Mary Magowan, who had been spending several weeks with Mrs. Walter Johnson in Greenfield, Mass., returned home Saturday.

BIG RED CROSS BENEFIT.

St. Albans Fair Nets Several Thousand Dollars.

St. Albans, Sept. 3.—The second annual Red Cross street fair, which opened in this city last Friday evening, closed last night after a day's events which included a big parade in the morning, a baseball game in the afternoon and a high-class concert in the evening, besides the activities at the various booths, the Red Cross restaurant and the rummage sale.

In line in the parade, which was over a mile long, were between 150 and 200 soldiers from the mechanical school at the U. V. M., with nine army trucks. There were 90 mothers of soldiers, 11 wives and 25 sisters, each carrying a service flag. An automobile carried the oldest and the youngest knitters, viz., Mrs. Elizabeth Roberts, 98 years old, who came here a few months ago from Brandon, and Master Frederick Holmes Brown, younger son of Mr. and Mrs. F. G. Brown of South Main street, aged seven years. Mrs. Roberts averages to knit a pair of socks a week. Master Frederick Brown did his knitting in school when he was six years, knitting Afghan sweaters. Another car carried a blind knitter, Mrs. Edna J. Miner, an enthusiastic war worker. Mrs. Miner has knit 140 pairs of socks. A car representing Bellevue chapter, Daughters of the American Revolution, contained Mrs. George W. Parker of Barre, a former St. Albanian 22 years, who is a real daughter. Her grandfather was the youngest son of Seth Warner. Mrs. Parker is 86 years old.

The allied fighting nations were represented as follows: France, Miss Dorothea Walsh of this city; Belgium, Miss Helen Thorndike of Boston; Italy, Mrs. H. M. Drennan of this city; England, Mrs. Harry Gordon Sloan of Cleveland, O.; Canada, Miss Virginia Gilson of Hartford, Conn.; America, Miss Kathleen Walsh of this city. Miss Thorndike was one of the organizers of the Vincent society, which had a tea room on Boylston street in Boston, from which between \$12,000 and \$15,000 was realized. She gave her services at the tea room all last winter. Mrs. Sloan, who formerly lived in St. Albans, came here a few weeks ago with her husband, Dr. Sloan, who is now in the service, stationed at Fort Oglethorpe, Ga. Miss Gilson's parents are former St. Albanians and her father is now in the service.

The concert last night was given by Miss Vera Barstow of Pittsburgh, Pa., violinist, and Mrs. H. F. James of this city and New York, vocalist, with Mrs. C. C. Stevens accompanist. Miss Barstow, who has been a frequent guest of Mrs. Stevens at her summer home here, has studied the violin since she was nine years old. She won the Pittsburgh conservatory scholarship three years. She studied three years in Vienna, appeared with leading symphony orchestras in Europe and America, toured the United States four years. She is about to sail for France, being sent over by the Little Theatre league of New York for the Y. M. C. A., to play for our men in France. She will return Jan. 1 to resume concert work here. Mrs. James, who has studied with Madame Morris in New York, has sung in that city and many times in St. Albans. During the past winter she has been singing a good deal for charity in New York.

Charles E. Schoff of Smith street had charge of the arrangements for the fair, which will net several thousand dollars for the Red Cross.

LENINE OUT
OF DANGERHis Condition Has Improved
Rapidly, According to a
Moscow DispatchWOMAN ASSAILANT
WILL NOT TALKDora Kaplan Was Carrying
Poisoned Cigarettes,
It Is Said

Copenhagen, Sept. 3.—The condition of Nikolai Lenine, bolshevik premier, has so improved that physicians consider all danger passed, according to a Moscow dispatch received through Berlin.

Amsterdam, Sept. 3.—Dora Kaplan, the Russian revolutionary who attacked Premier Lenine, has refused to disclose the names of her accomplices or to give any information regarding the attack, says a dispatch from Moscow to the Berlin Lokal Anzeiger. She said she recently arrived in Moscow from the Crimea. Witnesses stated that a student about 15 years old stopped the premier and handed him a paper and at the same time two women approached him. Dora Kaplan, after the shooting, fled into the street, where she was arrested and taken to the ministry of war. Poisoned cigarettes were found on her.

PLAINFIELD

George and Will Whittecher were business visitors in Montpelier Monday.

Harry Gould of Springfield, Mass., was in town last week.

Mrs. Windsor Perry and daughter, Miss Cora, of Pittsfield, Mass., who has been visiting in town, went to Waitsfield last week, there to visit her sister, Mrs. Warren Wright.

Mrs. Robert Gould and son of Springfield, Mass., are spending a few weeks with her father, Horace Bancroft.

Mrs. F. L. Farnham and Mr. and Mrs. Lloyd Farnham were in Montpelier and Barre last week on business.

Henry Martin, who injured his arm several weeks ago, is in Barre City hospital for treatment.

Mrs. Linnie Getchell of Marshfield is helping Mrs. Hodgdon.

Miss Amy Cameron of Marshfield spent several days last week with Mr. and Mrs. Forrest Walker.

Mrs. D. Lafayette and Miss Gladys Lafayette were in Montpelier Tuesday.

Ralph Perry is home from Hartford, Conn., for a few days before going to Camp Upton.

Mrs. P. J. Charon is visiting her daughter in Cleveland, O.

Mrs. E. L. Dotson of Springfield, Mass., called on relatives here Friday.

Mrs. Margaret Hodgdon returned from Wolcott Thursday.

Mrs. George Marsh and children of Barre spent last week with Mr. and Mrs. Will Moore.

Mrs. Arthur Prescott and children moved back to East Montpelier Monday, where Miss Rena can attend the village school.

Miss Dorothea Cameron of Marshfield spent a few days in town with relatives last week.

Mr. and Mrs. Ralph Wells and son of Marshfield spent the first of the week with her parents.

Mrs. G. S. Welch of Groton spent Saturday in town.

Mr. and Mrs. John Joyce of Northfield Falls spent Sunday and Monday with Mr. and Mrs. Will Govey.

Mr. and Mrs. W. Clark of Barre visited relatives in town Friday and Saturday.

Miss Anna Webster of Montpelier was a visitor in town Thursday and Friday.

W. I. Lawrence of Montpelier was a business caller in town Friday.

Mrs. Arthur Perkins returned to her home in Norwich Saturday. Her mother, Mrs. Margaret Hodgdon, accompanied her home.

Miss Grace Hamblett of Burlington recently visited her sister, Mrs. William Greeley.

Mr. and Mrs. Frank Jackson of Montpelier have been spending a few days with Mr. and Mrs. H. C. Holt.

Mr. and Mrs. Gordon Robinson of Montpelier were week-end visitors at Ira Robinson's.

Mary Lamson of Montpelier is spending a few days with Mr. and Mrs. Arthur Batchelder.

Mr. and Mrs. J. J. Gardner and child of Three Rivers, Mass., arrived in town Wednesday. Mr. Gardner is at work for Martin & Nye.

Mr. and Mrs. Carl Batchelder of St. Johnsbury are visiting Mr. and Mrs. J. W. Batchelder.

Mrs. J. Royal Kinney of Boston is spending a few days with Mr. and Mrs. Arthur Lane.

A. N. Flood and Mrs. Lloyd Farnham were in St. Johnsbury Saturday.

Miss Laura Laine has returned to her school work in East Corinth. This is her sixth consecutive year there.

George Townsend of Loomisville, Mass., is visiting relatives in town for a few days.

Mrs. Ann Austin, who has been visiting in Wells River, has returned home.

Mr. and Mrs. Waldo Page of Coaticook, P. Q., have been spending a few days with Mr. and Mrs. Roscoe Bartlett.

Malcolm McLeod of Suncook, N. H., spent the week end with his wife and daughter.

Pliny Shorey of Wheelock is spending a few days with his mother, Mrs. Ellen Shorey.

Barley J. Page of Hingham camp is spending the week with his parents, Mr. and Mrs. E. B. Page.

Mr. and Mrs. W. C. Partridge are visiting Mr. and Mrs. L. D. Partridge of Randolph and Mr. and Mrs. Walter Morgan of Cavendish.

Donald Freeman of Spartanburg, S. C., was in town last week.

Former governor of Massachusetts, Eugene W. Foss, and Prof. Charles J. Bullock of Harvard university spent the week end with Mr. and Mrs. Willard S. Martin at Woodland.

Mrs. George Hildreth of South Boston is visiting in the homes of Wheeler Batchelder and Earl J. Bartlett.

Misses Myra and Minnie Dodge were in Barre Saturday.

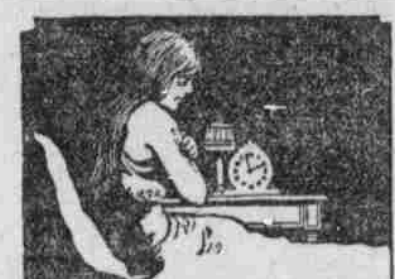
A. C. Blanchard of Montpelier was a business visitor in town recently.

Miss Florence Payne is working at the hotel.

Lewis Duchaine of Northfield was in town last week.

A son was born to Mr. and Mrs. Fred Robinson Friday, Aug. 30.

Miss Edith King visited her sister,



Don't lose sleep
because of an
itching skin
Resinol
will make it well

How can you expect to sleep tonight unless you do something to relieve the trouble? Eczema and other itching skin troubles don't often heal themselves. But it is surprising how quickly Resinol does heal them. Almost daily we hear from thousands who say, "Resinol Ointment stopped my itching at once and I got the first good night's sleep I had had in weeks. Now my skin is well." At all druggists.

Mrs. Herbert Cate, in East Montpelier last week.

Mrs. C. L. Martin and Mrs. Brooks Buxton were in Barre Tuesday.

Raymond Lupien of Camp Devens recently visited his parents, Mr. and Mrs. L. L. Lupien.

C. L. Silver spent a few days in Morrisville last week.

Mrs. W. B. Fifield and Mrs. Mary Scott were in Cabot Friday.

Mr. and Mrs. Arthur Townsend spent Sunday with Mr. and Mrs. Arthur C. Burn of East Montpelier.

Miss Florence Paige spent a few days in Burlington recently.

Mrs. Elliott Martin of Marshfield recently spent a few days in town.

Mrs. Wheeler J. Batchelder has been in South Ryegate the past week, visiting relatives. While there, she took an automobile ride in company with Wilbert Renfrew and wife to West Brattleboro.

Mrs. George Hildreth of South Boston, Mass., Morris Brown, Harry Brown, wife and daughter, Georganna, John Renfrew, wife and nephew, Clifford Hatch of South Ryegate, to visit the old home and burial place of their grandmother, Mrs. Huldah Burnham of West Corinth. It also was the former home for a time of John and Wilbert Renfrew.

O. L. Martin was a business visitor in Boston last week. Mr. Martin is the New England representative of the Sheep and Wool association of the United States and was recently appointed Vermont representative of the war industries board.

William Martin went to Camp Devens last Thursday.

Mrs. Gladys Lafayette and Warren Partridge were married Wednesday evening of last week at the bride's home.

Mr. and Mrs. Henry Henderson and family of Quebec spent Labor day with Mr. and Mrs. John Henderson.

M. Cate was in East Montpelier Monday.

Mr. and Mrs. E. J. Colby and Miss Ethel Colby of Waterbury spent several days in North Troy recently.

Mr. and Mrs. Walter Perkins and Mr. and Mrs. "Jeff" Bartlett and family were in Derby Center to visit Mr. and Mrs. F. H. Carter the first of the week.

Mrs. Ethel Tierney and son came home from Newbury Saturday.

Fred L. Page of Barre was in town Sunday and Monday.

There will be a knitting party to-night at the Red Cross rooms. All who have sewing out are requested to bring it, as the ladies wish to pack the August quota Wednesday afternoon and wish to pack a quilt. A good attendance is desired at both meetings. Comfort bags for our boys who are soon going to war are at St. Albans and the ladies wish the boys would call for them.

The women's home missionary society will meet Wednesday afternoon in the league room. Come and get your fruit cans, which have been returned from the deacons' home, where they were sent last year.

MIDDLESEX

Mr. and Mrs. Elbridge Burnham spent Sunday in East Montpelier.

Mrs. Clarence Kellogg and two sons, who have been visiting at Henry Danes have returned to their home in Massachusetts.

Misses Mabel and Bessie Stockwell left Monday for their schools in Newport, N. H., and Norwich.

F. B. Miles and family spent the week-end in camp at Nelson pond. They were accompanied by Mrs. Miles' brother, Frank Lawrence of Burlington.

Miss Elizabeth Lewis of Randolph came Thursday for a visit to Miss Mildred Bingham.

Miss Lucy Swift of Brattleboro came Friday for a week's stay at her parents' home.

Supt. W. B. Lance held a teachers' meeting in the village schoolhouse Monday morning. Rev. A. W. Hewitt of Plainfield gave a very interesting talk.

O. T. Anderson has gone to his home in East Providence, R. I., for a three weeks' vacation.

Miss Helen Swift went Monday to Brattleboro, where she will teach the coming year.

Arthur Wells of Boston is a guest of his father, L. R. Wells.

Fred Pay, who has been spending the past few weeks in Fair Haven, has returned home.

Madame Densmore fell last Thursday and fractured one hip. She was moved to Boston hospital for X-ray treatment, being taken from there to the home of her granddaughter, Mrs. P. J. Jerome. Owing to her advanced years, her condition is considered serious.

W. H. Marshall was a week-end visitor in Waitsfield.

Several from here attended the fair at Morrisville Wednesday and Thursday.

Mrs. Isabel McCarthy and daughter, Miss Eva, of Lawrence, Mass., came on Monday evening for a visit to Mr. and Mrs. C. J. Jones.

Not being able to procure a teacher, the pupils from the Taplin school will attend the village school for this term.

Society Women
A number of the most noted beauties of Society have obtained their pure soft healthy white complexion through the constant use of

Gouraud's Oriental Cream
Send for Trial Size
FERD. T. HOPKINS & SON, New York

GOVERNMENT RUNNING
OF THE RAILWAYSA Reply to Critics By Theodore H. Price,
Who Is Now Actuary of Rail-
road Administration.

The critics of railway operation under government management have been answered in a statement recently issued by Theodore H. Price, who is now actuary to the United States railroad administration at Washington.

Mr. Price briefs the grievances of the various complainants as follows:

1. The advance in freight and passenger rates.

2. The abolition of the through bill of lading for export freight and the cancellation of export and import rates.

3. The dismissal of solicitors who "took an interest in the handling of the traffic" and the consolidation of freight and ticket offices.

4. The withdrawal of the credit previously allowed in the matter of freight charges, which must now be paid before or upon the delivery of the goods unless the consignee gives a bond that will protect the government.

5. The difficulty of getting information regarding tariffs and rates.

6. The discontinuance of the package car service between important jobbing and consuming sections.

7. The withdrawal of the shippers' right to route their freight as they chose.

Mr. Price also quotes the following editorial from a prominent daily newspaper:

"We have now some details as to the first five months of government operation of the railways; and while it is far too soon to pass any judgment, two facts stand out very strongly and are worthy of note."

"The first is that in these five months, on the face of the figures, the roads carried slightly less ton-mileage than in 1917. This, in spite of the tremendous pressures of war and of the known increase in many lines of production, is certainly very significant. Extra traffic has been carried in other ways, largely, as we know, by motor trucks."

"The second fact is that the number of available locomotives and cars remained practically the same as in the first part of 1917. There was no increase. The roads were taken over for their supposed inefficiency. But the government, with all its money and power, has found it easier to acquire experience than to increase the efficiency of the railroad machine."

"After five months of unlimited credit and power there is no increase in cars or locomotives, or rail movement, or tonnage hauled. To move their increased traffic the industries of the country have had to resort to the highly expensive carriage by motor trucks over country roads. This may have been unavoidable, and the railway administration, like the fuel bureau, may have done everything possible. It may prove the wonder of efficiency and high superiority in time. We merely point out there is no evidence yet that the government is performing no miracles that might not have been expected of the roads themselves, if they had simply had enough money to go ahead in their ordinary way."

Mr. Price says that this is a fairly complete summary of the criticisms that is being directed at governmental administration of the railways, and after quoting the statistics upon which it purports to be based he adds that while they show that the number of tons of freight carried one mile during the first five months of the year was 0.6 per cent less than during the same months last year, they also show that the loaded car freight mileage traveled in the carriage of this freight was 552,808,512 miles, or 8.6 per cent less than the distance traveled under private management in the carriage of nearly the same ton mileage of revenue freight during the same period in 1917.

Dealing with the reduction in the average daily mileage of locomotives and freight cars, he pointed out that this is due to the heavier train load and car load, and explains that it is not economically practical to haul heavy trains as fast as light ones, and that the railroad administration has adopted the policy of loading trains to capacity and moving them on schedules that are not too fast to be maintained.

This showing, he claims, indicates not inefficiency, but a striking increase in the efficiency with which the railways are being operated, and asserts that it is directly due to the heavier loading of the freight cars and the greater train load now pulled by each engine.

He continues as follows:

The average carload has been increased from 26.2 to 28.5 tons, or 8.8 per cent. If this ratio is maintained, it will be the equivalent of an addition of 8.8 per cent, or 211,200 freight cars to the present equipment of about 2,400,000 cars, and if the ratio of increase in the train load, equal to 2.7 per cent, is maintained, it will be the equivalent of adding about 1,750 to the present equipment of some 65,000 locomotives of all sorts.

Surely this is better than buying new cars and locomotives at a time when they can only be had at extravagant prices and the manufacturing energies of the country are overtaxed to provide the things required for the winning of the war.

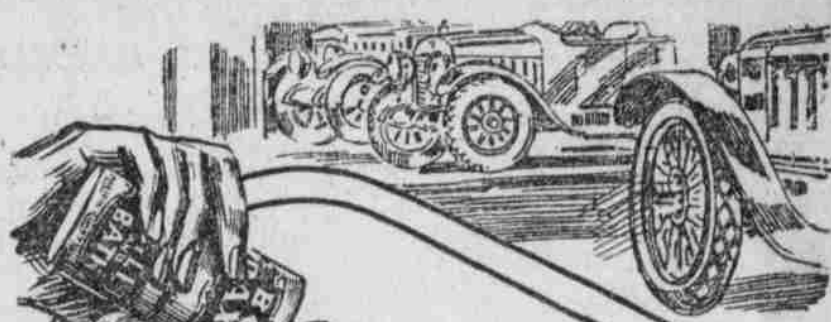
Instead of proving the inefficiency of government management, these figures furnish the strongest possible proof of its efficiency and wisdom in demonstrating that the old cars and engines are being made to do more work than they performed under private management. The same progress toward the intensive use of the present equipment is to be found in the report of loaded cars arriving at Philadelphia and Pittsburgh during the first four weeks of July. This report is as follows:

Comparative statement loaded cars and tonnage contents arriving at Philadelphia and Pittsburgh four weeks ending July 27, 1918, and corresponding four weeks previous year.

	Cars.	Tonnage.
1918	100,228	3,923,207
1917	107,158	2,759,765

These figures show an increase of 9 per cent in the tonnage and a decrease of 7 per cent in the cars used. The number of tons per car in July, this year, is 30.2 as against 25.7 tons in the same period last year. The increase of 18 per cent, if it were general throughout the country, would be the equivalent of an addition of about 432,000 cars to the freight car equipment of the railways.

Although the government has recently ordered 100,000 new freight cars and about 4,000 engines have been under order for a long time, to provide for the expected increase in the traffic, they cannot be turned out in a day and while waiting for them the present capacity of motive power and rolling stock is being scientifically increased, not only by increasing the car load and train load, but by sending the traffic over the shortest and least resistance routes without regard to the caprice of the shipper. Moreover, priority has been given to orders for the large number of locomotives re-



Cleans
Grimy
Hands
Quickly

YOU never have to scrub the skin to cleanse it, if you use BO-RAXO. The pure powdered Borax in its rich lather dissolves away grease, grime and dirt without rubbing. And

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BO RAXO

Bath and Toilet Powder

will not irritate or roughen the skin as many hand cleaners do, because the mildly antiseptic properties of the Borax soften and heal. Also delightfully cleansing and refreshing in the bath. Removes perspiration odors.

At All Dealers

Sold only in convenient, sanitary sifter-top cans for individual use. More economical than soap.

15c and 30c



quired by General Pershing for military operations in France and the locomotive works have been thereby prevented from delivering promptly the engines ordered for the railroads.

In several cases the distance that freight in transit between two important cities formerly traveled has been shortened by from 200 to 500 miles and in one instance recently some 8,900 cars carrying freight between two western cities were within a period of 60 days routed so as to effect a saving of 195 miles in the mileage traveled by each car. This was the equivalent of 1,754,644 car miles, which at six cents a car mile means a saving of \$105,278.

As to the